

REMARKS

Favorable reconsideration is respectfully requested in light of the above amendments and the forgoing comments. The Amendment filed September 26, 2003, in which Applicant cancelled claims 1-22, has apparently not been entered. Thus, claims 22 have explicitly been canceled herein, along with claim 23. New claims 24-28 have been added. No new matter has been added as a result of these amendments, as new claims 24-28 are fully supported in the originally filed specification, claims and figures.

Applicant respectfully traverses the Examiner's rejection of claim 23 under 35 U.S.C. §103(a) as being unpatentable over Chen in view of Krizman, Jr. (U.S. Patent No. 5,829,316). Claim 23 has been canceled, thereby rendering the rejection moot. However, Applicant will address the rejection with respect to new independent claims 24 and 28.

With regard to claims 24 and 28, as discussed in Applicant's previously filed response, there is no reasonable suggestion or motivation to modify Chen in view of Krizman, Jr. The proposed modification of replacing the separate handlebars of Chen with the unitary bar of Krizman, Jr. would render Chen unsatisfactory for its intended purpose. As can be readily seen from Figure 5 of Chen, one of the intended purposes is to provide an apparatus permitting width adjustments of the separate handlebars (40) relative to one another. Replacing the separate handlebars of Chen with a unitary handlebar, as taught in Krizman, Jr., would make this impossible, and would frustrate this intended purpose of Chen.

Additionally, as can be readily seen from Figures 6-8 of Chen, another of the intended purposes is to provide an apparatus permitting selective rotational adjustments of the separate handlebars about the entire circumference of the longitudinal member 10. Replacing the separate handlebars of Chen with a unitary handlebar would frustrate this intended purpose as the member (30) in Chen prohibits a unitary handlebar structure from being selectively rotatable about the entire circumference of the longitudinal member 10.

Furthermore, with regard to claim 24, it is also apparent from the drawings in Chen that the two mounts (20) could not be used as intended with a curved unitary handlebar, as now claimed in claim 24. For example, in Figures 2 and 5, it is apparent that the mounts (20) in Chen are capable of being mounted on the central member (10), and thereafter, separate handlebars (40), each having curved ends, can be attached to each of the mounts (20) and

independently adjusted. As can be seen from Figure 3 of Chen, the mounts (20) of Chen do not disassemble.

A single curved handlebar having two curved ends could not be inserted into both of the two mounts (20) when they have been mounted on the central member (10). While it may be possible to navigate one curved end of a curved unitary handlebar through one of the mounts (20), the curved end of the handlebar would prohibit navigation through the other of the mounts (20). As such, the use of a single curved handlebar would not allow the two mounts (20) to be used as intended, which would again frustrate one of the intended purposes of Chen.

In addition, with regard to claim 28, neither Chen nor Krizman, Jr. disclose a riser assembly having two risers each including a riser body having a length that is greater than the diameter of the handlebar, and the vehicle connecting structure disposed at the lower portion of the riser body and spaced from the upper handlebar connecting structure by a distance greater than the diameter of the handlebar. Additionally, neither Chen nor Krizman, Jr. describe or suggest the vehicle connecting structure in which a cylindrical projection extends from each riser body.

Thus, neither Chen nor Krizman, Jr. can be considered as describing or suggesting, either separately or in combination, the invention of independent claims 24 and 28. Dependent claims 25-27 depend from and add further distinctive elements and likewise are patentable over Chen and Krizman, Jr. In particular, Applicant notes that neither Chen nor Krizman, Jr. describe or suggest the vehicle connecting structure of claim 25 in which a cylindrical projection extends perpendicularly from each handlebar riser. Moreover, as Chen describes a single piece mount (20) that cannot be separated, Chen cannot be considered as describing or suggesting the claimed handlebar connecting structure of claims 26 and 27 that permit use of a curved, unitary handlebar.

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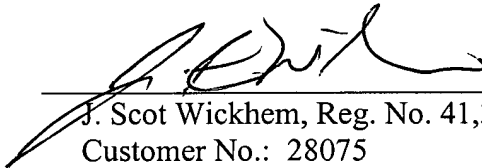
In light of the comments contained hereinabove, reconsideration is respectfully requested; notice of an allowance in due course is requested. If a teleconference is deemed beneficial, the undersigned attorney may be contacted at the number provided below.

Respectfully submitted,

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By his Attorney,

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